

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB/NO1

SUBDIVISION: Hamilton County CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 01 / 01

CONTACT: Tim Gilday PHONE # (513) 946-8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: CLOUGH/WOLFANGEL INTERSECTION IMPROVEMENT

SUBDIVISION TYPE

(Check only 1)

- ☒ 1. County
☐ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,216,400.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,520,500.00

FUNDING REQUESTED: \$ 1,216,400.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,216,400.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

2001 SEP 14 PM 4:53
OFFICE OF NEW BUILDING
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

- a.) **Basic Engineering Services:** \$ _____ .00
- Preliminary Design \$ _____ .00
- Final Design \$ _____ .00
- Bidding \$ _____ .00
- Construction Phase \$ _____ .00
- Additional Engineering Services \$ _____ .00
- *Identify services and costs below.
- b.) **Acquisition Expenses:**
- Land and/or Right-of-Way \$ _____ .00
- c.) **Construction Costs:** \$ 1,520,500.00
- d.) **Equipment Purchased Directly:** \$ _____ .00
- e.) **Permits, Advertising, Legal:** \$ _____ .00
(Or Interest Costs for Loan Assistance
Applications Only)
- f.) **Construction Contingencies:** \$ _____ .00
- g.) **TOTAL ESTIMATED COSTS:** \$ 1,520,500.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>304,100.00</u>	<u>20</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
SUBTOTAL LOCAL RESOURCES:	\$ <u>304,100.00</u>	<u>20</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,216,400.00</u>	<u>80</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,216,400.00</u>	<u>80</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,520,500.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: CLOUGH/WOLFANGEL INTERSECTION IMPROVEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located at the intersection of Clough Road and Wolfangel Road in Anderson Township (see attached map). The construction limits are as follows:

From center of proposed intersection to a point 900 feet in each direction.

PROJECT ZIP CODE: 45255

B: PROJECT COMPONENTS:

- 1.) Relocate both legs of Wolfangel Road to align the intersection
- 2.) Add left turn lanes on Clough and Wolfangel Road's
- 3.) Reprofile Clough Road to provide adequate vertical sight distance
- 4.) Construct storm sewer system
- 5.) Install concrete box culvert underneath the intersection
- 6.) Signalize intersection
- 7.) Water works items as necessary
- 8.) Grading, seeding, and mulching as necessary
- 9.) Pavement striping, lane markings, etc.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Existing Wolfangel Road forms an offset intersection with Clough Road. The project is designed to align the intersection by moving both legs of Wolfangel Road. This will involve a change in profile and require a concrete box culvert under the proposed intersection realignment. The project will be a total length of 3,600 feet (900 feet in each direction from the proposed center of the intersection). Left turn lanes will be added on each leg. The intersection will be signalized. The proposed storm sewer will have the capacity to drain the proposed intersection improvement.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 24,577 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$1,520,500.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$0.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 02 / 97</u>	<u>08 / 31 / 98</u>
4.2 Bid Advertisement and Award:	<u>11 / 15 / 02</u>	<u>12 / 28 / 02</u>
4.3 Construction:	<u>03 / 15 / 03</u>	<u>10 / 30 / 03</u>
4.4 Right-of-Way/Land Acquisition:	<u>01 / 01 / 01</u>	<u>11 / 15 / 02</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>William W. Brayshaw</u>
TITLE	<u>Hamilton County Engineer</u>
STREET	<u>10480 Burlington Road</u>
CITY/ZIP	<u>Cincinnati, OH 45231</u>
PHONE	<u>(513) 946 - 8902</u>
FAX	<u>(513) 946 - 8901</u>
E-MAIL	<u>william.brayshaw@hamilton-co.org</u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Dusty Rhodes</u>
TITLE	<u>Hamilton County Auditor</u>
STREET	<u>138 East Court Street</u>
	<u>Room 304, CAB</u>
CITY/ZIP	<u>Cincinnati, OH 45202</u>
PHONE	<u>(513) 946 - 4045</u>
FAX	<u>(513) 946 - 4043</u>
E-MAIL	<u>auditor@fuse.net</u>

5.3 PROJECT MANAGER

TITLE	<u>Timothy Gilday</u>
	<u>Planning & Design Engineer</u>
STREET	<u>10480 Burlington Road</u>
CITY/ZIP	<u>Cincinnati, OH 45231</u>
PHONE	<u>(513) 946 - 8914</u>
FAX	<u>(513) 946 - 8901</u>
E-MAIL	<u>tim.gilday@hamilton-co.org</u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-19-01
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-1250 FAX (513) 946-1288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Clough/Wolfangel Intersection Improvement project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.


WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER



PROJECT : CLOUGH/WOLFANGEL INTERSECTION IMPROVEMENT
ENGINEER'S ESTIMATE: \$1,520,500.00

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER'S ESTIMATE	
					UNIT	TOTAL
1	201	CLEARING & GRUBBING	LS	1	2,500.00	\$2,500.00
2	202	PIPE REMOVED UNDER 24"	M	92	15.00	\$1,380.00
3	202	STRUCTURES REMOVED	LS	1	5,000.00	\$5,000.00
4	202	CURB & GUTTER REMOVED	M	34	2.00	\$68.00
5	202	CURB REMOVED	M	8	1.75	\$14.00
6	202	PIPE REMOVED OVER 24"	M	5	15.00	\$75.00
7	202	PAVEMENT REMOVED	SM	67	3.00	\$201.00
8	202	GUARDRAIL REMOVED	M	72	10.00	\$715.00
9	202	CATCH BASIN OR INLET REMOVED	EA	5	500.00	\$2,500.00
10	203	SUBGRADE COMPACTION	SM	4919	2.50	\$12,296.25
11	203	EXCAVATION NOT INCL. EMBANKMENT	CM	2816	12.00	\$33,786.00
12	203	EMBAKMENT	CM	19348	10.00	\$193,475.00
13	207	TEMPORARY SEEDING & MULCHING	SM	2500	0.50	\$1,250.00
14	207	FILTER FABRIC FENCE	M	700	5.00	\$3,500.00
15	207	STRAW BALES AS DIRECTED BY ENGINEER	EA	50	2.00	\$100.00
16	301	BITUMINOUS AGGREGATE BASE	CM	921	125.00	\$115,125.00
17	402	ASPHALT CONCRETE, AC-20	CM	200	190.00	\$38,000.00
18	404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CM	200	175.00	\$35,000.00
19	404	BITUMINOUS CONCRETE FOR MAINTAIN TRAFFIC	CM	75	175.00	\$13,125.00
20	410	TRAFFIC COMPACTED SURFACE, TYPE A OR B	TON	100	100.00	\$10,000.00
21	452	PPCCP	SM	94	45.00	\$4,207.50
22	503	UNCLASSIFIED EXCAVATION	CM	536	100.00	\$53,550.00
23	509	EPOXY COATED REINF. STEEL, GRADE 400	KG	3315	1.30	\$4,309.50
24	511	CLASS C CONCRETE, RETAIN. WALL ABOVE FOOTING	CM	32.9	375.00	\$12,318.75
25	511	CLASS C CONCRETE, FOOTING	CM	56.1	160.00	\$8,968.00
26	SPL	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	SM	62	20.00	\$1,230.00
27	516	25 mm PREFORMED EXPANSION JOINT FILLER	SM	0.7	25.00	\$17.50
28	516	PVC WATERSTOP	M	2	185.00	\$370.00
29	518	POROUS BACKFILL WITH FILTER FABRIC	CM	41	90.00	\$3,690.00
30	518	150 mm PERFORATED CORR. PLASTIC PIPE, AS PER PL	M	28	28.00	\$770.00
31	518	150 mm NON-PERFORATED CORR. PLASTIC PIPE, AS PER PL	M	1	14.00	\$14.00
32	601	RIPRAP USING 150mm REINF. CONCRETE	SM	15	100.00	\$1,450.00
33	601	ROCK CHANNEL PROTECTION, TYPE A W/FILTER	CM	66	58.00	\$3,828.00
34	601	ROCK CHANNEL PROTECTION, TYPE B W/FILTER	CM	172	58.00	\$9,976.00
35	601	ROCK CHANNEL PROTECTION, TYPE C W/O FILTER	CM	11	60.00	\$630.00
36	601	ROCK CHANNEL PROTECTION, TYPE D, W/FILTER	CM	119	80.00	\$7,140.00
37	601	PAVED GUTTER, TYPE 2, AS PER PLAN	M	53	50.00	\$2,625.00
38	602	CONCRETE MASONRY	CM	8.1	1,300.00	\$7,865.00
39	603	75mm CONDUIT, TYPE B, 706.02, CL. IV	M	1	30.00	\$30.00
40	603	152 mm CONDUIT, TYPE B, 706.02, CL. IV	M	9	75.00	\$675.00
41	603	305 mm CONDUIT, TYPE B, 706.02, CL. IV	M	40	140.00	\$5,600.00
42	603	381 mm CONDUIT, TYPE B, 706.02, CL. IV	M	26	150.00	\$3,900.00
43	603	533 mm CONDUIT, TYPE B, 706.02, CL. IV	M	11	300.00	\$3,300.00
44	603	762 mm CONDUIT, TYPE B, 706.02, CL. IV	M	5	450.00	\$2,250.00
45	603	915 mm CONDUIT, TYPE B, 706.02, CL. IV	M	17	650.00	\$11,050.00
46	603	1829 mm CONDUIT, TYPE B, 706.02, CL. IV	M	92	850.00	\$77,775.00
47	603	2134 x 1524 mm CONDUIT, TYPE B, 706.02	M	59	1,000.00	\$58,500.00
48	603	3048 x 1829 mm CONDUIT, TYPE B, 706.02	M	37	1,250.00	\$45,625.00
49	604	CATCH BASIN, CB-3	EA	2	1,200.00	\$2,400.00
50	604	MANHOLE RECONSTRUCTED TO GRADE	EA	4	750.00	\$2,625.00
51	604	JUNCTION CHAMBER	EA	1	250.00	\$250.00
52	606	GUARDRAIL, TYPE 5A	M	17.2	50.00	\$857.50
53	606	ANCHOR ASSEMBLY, TYPE B	EA	1	237.50	\$237.50
54	609	CURB, TYPE B	M	21	50.00	\$1,050.00
55	609	COMBINATION CURB & GUTTER	M	29	60.00	\$1,740.00
56	614	MAINTAINING TRAFFIC	LS	1	25,000.00	\$25,000.00
57	614	TEMPORARY CENTERLINE, CL. II, 740.05, TYPE C	KM	1	500.00	\$500.00
58	614	TEMPORARY EDGE LINE, CL. I, 740.05, TYPE C	KM	2	500.00	\$1,000.00
59	614	TEMPORARY STOP LINE, CL. I, 740.05, TYPE C	M	20	10.00	\$200.00
60	615	TEMPORARY ROAD	LS	1	2,500.00	\$2,500.00
61	615	TEMPORARY PAVEMENT, CLASS B	SM	773	40.00	\$30,900.00
62	616	WATER	CM	25	1.00	\$25.00
63	614	CALCIUM CHLORIDE	MET. T	1	50.00	\$50.00
64	619	FIELD OFFICE	LS	1	2,652.00	\$2,652.00
65	622	PORTABLE CONCRETE BARRIER, 813 mm	M	250	150.00	\$37,500.00
66	623	CONSTRUCTION LAYOUT STAKES	LS	1	7,500.00	\$7,500.00
67	625	25 mm CONDUIT, 713.04	M	18	50.00	\$875.00
68	625	75 mm CONDUIT, 713.04	M	15	75.00	\$1,125.00
69	625	PULL BOX, 713.08	EA	3	800.00	\$1,500.00
70	625	GROUND ROD	EA	2	100.00	\$150.00

71	630	SIGN, FLAT SHEET, TYPE G	SM	3.3	5.00	\$16.50
72	630	SIGN HANGER ASSEMBLY, SPAN WIRE	EA	1	65.00	\$65.00
73	630	REMOVE & DISPOSE OF GR. MOUNTED SIGN	EA	8	75.00	\$562.50
74	630	REMOVE & DISPOSE OF GR. MOUNTED POST	EA	6	50.00	\$300.00
75	630	GROUND MOUNTED SUPPORT, NO. 2 POST	M	31	7.00	\$213.50
76	630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EA	1	150.00	\$150.00
77	632	VEHICULAR SIGNAL HEAD, 3 SECTION, 12" LENS	EA	2	420.00	\$840.00
78	632	VEHICULAR SIGNAL HEAD, 5 SECTION, 12" LENS	EA	2	700.00	\$1,400.00
79	632	COVERING OF VEHICULAR SIGNAL HEAD	EA	4	25.00	\$100.00
80	632	DETECTOR LOOP	EA	3	150.00	\$450.00
81	632	LOOP DETECTOR PAVEMENT CUTTING	M	167	10.00	\$1,665.00
82	632	MESSENGER WIRE, 7 STRAND, 13 mm DIA. W/ACC.	M	14	5.00	\$70.00
83	632	SIGNAL CABLE, 2 CONDUCTOR	M	8	4.00	\$32.00
84	632	SIGNAL CABLE, 5 CONDUCTOR	M	60	4.00	\$240.00
85	632	SIGNAL CABLE, 7 CONDUCTOR	M	60	5.00	\$300.00
86	632	LOOP DETECTOR WIRE	M	428	1.00	\$428.00
87	632	LOOP DETECTOR LEAD-IN CABLE	M	118	2.00	\$236.00
88	632	POWER CABLE, 3 CONDUCTOR	M	22	5.00	\$110.00
89	632	POWER SERVICE	EA	1	450.00	\$450.00
90	632	CABLE SUPPORT ASSEMBLY	EA	3	50.00	\$150.00
91	632	CONCRETE FOR ANCHOR BASE FOUNDATION	CM	2.1	500.00	\$1,050.00
92	632	STRAIN POLE, TYPE TC-81.10, DESIGN 8, 9.1M	EA	1	500.00	\$500.00
93	633	CONTROLLER WORK PAD	SM	0.8	500.00	\$275.00
94	633	CONTROLLER, 5 PH., SOLID STATE DIGITAL	EA	1	12,500.00	\$12,500.00
95	633	CONCRETE FOR CABINET FOUNDATION	SM	0.7	500.00	\$350.00
96	642	EDGE LINE	KM	0.70	600.00	\$420.00
97	642	CENTER LINE, DOUBLE SOLID	KM	0.53	1,600.00	\$840.00
98	642	CHANNELIZING LINE	M	119	5.00	\$595.00
99	642	STOP LINE	M	20	10.00	\$195.00
100	642	TRANSVERSE LINE	M	317	5.00	\$1,585.00
101	642	LANE ARROW	EA	4	100.00	\$400.00
102	642	WORD "ONLY" ON PAVEMENT	EA	2	100.00	\$200.00
103	659	SEEDING & MULCHING	SM	5500	2.00	\$11,000.00
104	659	COMMERCIAL FERTILIZER	KG	730	1.00	\$730.00
105	660	SODDING	SM	1397	5.00	\$6,982.50
106	670	DITCH EROSION PROTECTION	SM	100	5.00	\$500.00
107	667	SEEDING & JUTE MATTING	SM	338	5.00	\$1,687.50
108	SPL	PERFORMANCE BOND	LS	1	1,250.00	\$1,250.00
109	SPL	WATER WORKS ITEMS	LS	1	375,000.00	\$375,000.00
110	SPL	AS BUILT STORM SEWER DRAWINGS	LS	1	3,750.00	\$3,750.00
111	SPL	CONTINGENCIES	LS	1	172,500.00	\$172,500.00

TOTAL FOR PROJECT = \$1,520,500.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E., P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

September 11, 2001

STATUS OF FUNDS REPORT

Project: **CLOUGH/WOLFANGEL INTERSECTION IMPROVEMENT**

This is to certify that the sum of \$304,100.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

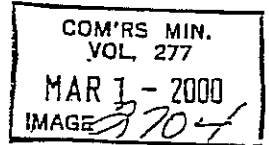
The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer:



DUSTY RHODES
HAMILTON COUNTY AUDITOR

3
RESOLUTION APPOINTING REPRESENTATIVES TO THE DISTRICT #2
INTEGRATING COMMITTEE UNDER THE PROVISIONS OF HB 704 OHIO
INFRASTRUCTURE BOND PROGRAM



BY THE BOARD:

WHEREAS, HB 704 was enacted to establish nineteen District Integrating Committees throughout the State of Ohio; and

WHEREAS, Hamilton County comprises District #2 under the provision of HB 704 consisting of a nine member District Integrating Committee; and

WHEREAS, it is the responsibility of the Board of County Commissioners to appoint two members to the District Integrating Committee (one from the private sector and the other either a County Commissioner or the County Engineer); and

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Hamilton County, Ohio that both William W. Brayshaw, Hamilton County Engineer, and Richard D. Huddleston, (407 Vista Glen - Springdale, Ohio 45246) private sector appointee be, and are hereby reappointed to the District #2 Integrating Committee for a three year term as their current terms will expire on June 1, 2000.

BE IT FURTHER RESOLVED that William W. Brayshaw be, and is hereby also appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County, District #2 Integrating Committee for another three year term.

ADOPTED at a regularly scheduled meeting of the Board of County Commissioners of Hamilton County, Ohio, this 1st day of March, 2000.

Mr. Bedinghaus, AYE

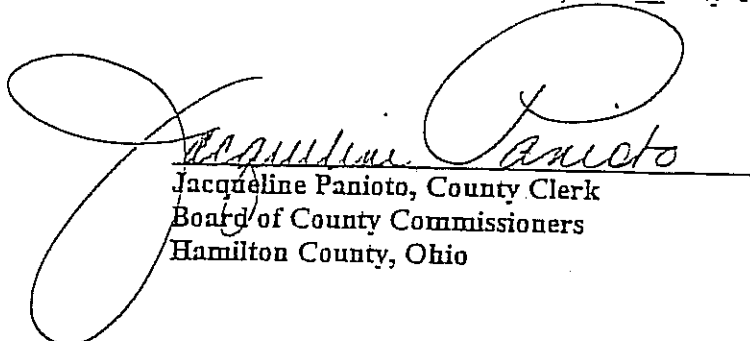
Mr. Dowlin, AYE

Mr. Neyer, Jr., AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, State of Ohio, this 1st day of March, 2000.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the office of the Board of County Commissioners of Hamilton County, State of Ohio, this 1st day of March, 2000.


Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

FAX (513) 723-9748

December 1, 2001

Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

Dear Mr. Bicking,

With regards to the projects filed by the District 2 Integrating Committee that involve expansion, there are no impacts on farmland. The projects are the following:

Hamilton County - Clough/Wolfangel Intersection Improvement

City of Harrison - New Haven Road Improvements

City of Springdale - East Kemper Road Improvements, Phase II

City of Loveland - Rich Road Improvements

Hamilton County - Harrison/Dry Fork Relocation Project

City of Forest Park - Mill Road Repair & Improvements, Phase II

Hamilton County - Harrison Road Improvement

Hamilton County - East Kemper Road Improvement

Hamilton County - Asbury Road @ Beechmont Avenue Intersection Improvement

City of Blue Ash - Reed Hartman Highway, Phase II Improvements

City of Sharonville - US 42 Lane Addition - Park 42 to Kemper Road

City of Cincinnati - Beekman/Harrison Street Improvements

Village of Woodlawn - Grove Road/Woodlawn Blvd. Improvements

The following statement shall apply to all of the above listed projects:

FARMLAND PRESERVATION STATEMENT

1. Does the project immediately impact productive agricultural and grazing land related to land acquisition? - **No**
2. Does the project have an indirect impact that will result in the loss of productive agricultural and grazing land from development related to the project? - **No**

- 3.. Are there mitigation measures that could be implemented when alternative sites or locations are not feasible? – **No**

If you have any questions, please call Mr. Joe Cottrill of the Hamilton County Engineer's Office at (513) 946-8906.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ron Miller', written over a horizontal line.

Ron Miller, Director
Hamilton County Regional Planning

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Clough/Wolfangel Intersection Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.


WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location Clough @ Wolfangel
 Location Code 3580
 Jurisdiction Anderson Township
 Recorder Set 05/23/00 11:42
 Recording Start ... 05/23/ 0 12:00
 Recording End 05/24/ 0 12:00
 Sample Time 15 Minutes
 Operator Number ... 2
 Machine Number 41
 Channel 1
 Divide By 2
 Summation No
 Two-Way No

Tuesday 05/23/ 0 Channel: 1 Direction: E

1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	Totals
461	437	555	707	820	918	752	556	401	341	173	113	47	30	16	17	13	31	103	300	328	331	335	404	8189
98	107	97	171	199	237	219	148	114	110	61	38	12	9	2	6	2	3	14	49	91	84	70	100	
129	118	114	147	194	226	189	151	83	87	48	25	12	5	5	5	1	4	18	69	76	95	89	108	
121	93	174	181	207	233	189	132	106	79	29	32	10	11	5	4	1	11	32	81	69	79	86	98	
113	119	170	208	220	222	155	125	98	65	35	18	13	5	4	2	9	13	39	101	92	73	90	98	

AM Peak Hour 11:00 to 12:00 (404 vehicles)
 AM Peak Hour Factor 93.5%
 PM Peak Hour 17:00 to 18:00 (918 vehicles)
 PM Peak Hour Factor 96.8%

24,577
 Total

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location Clough @ Wolfangel
 Location Code 3580
 Jurisdiction Anderson Township
 Recorder Set 05/23/00 12:25
 Recording Start ... 05/23/ 0 13:00
 Recording End 05/24/ 0 13:00
 Sample Time 15 Minutes
 Operator Number ... 2
 Machine Number 13
 Channel 1
 Divide By 2
 Summation No
 Two-Way No

Tuesday 05/23/ 0 Channel: 1 Direction: W

1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	Totals
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--------

376	468	540	539	630	585	540	353	281	120	50	31	16	9	8	12	77	361	808	660	461	383	395	401	8104
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----	----	----	---	---	----	----	-----	-----	-----	-----	-----	-----	-----	------

93	97	115	114	122	173	161	93	96	47	8	8	5	1	0	1	8	45	190	211	146	88	100	98
----	----	-----	-----	-----	-----	-----	----	----	----	---	---	---	---	---	---	---	----	-----	-----	-----	----	-----	----

93	110	117	120	149	136	142	84	76	28	13	9	3	2	2	1	13	53	225	168	112	99	94	86
----	-----	-----	-----	-----	-----	-----	----	----	----	----	---	---	---	---	---	----	----	-----	-----	-----	----	----	----

95	133	151	158	180	143	117	99	57	30	18	9	5	3	2	6	26	122	188	148	100	95	110	116
----	-----	-----	-----	-----	-----	-----	----	----	----	----	---	---	---	---	---	----	-----	-----	-----	-----	----	-----	-----

95	128	157	147	179	133	120	77	52	15	11	5	3	3	4	4	30	141	205	133	103	101	91	101
----	-----	-----	-----	-----	-----	-----	----	----	----	----	---	---	---	---	---	----	-----	-----	-----	-----	-----	----	-----

AM Peak Hour 07:15 to 08:15 (829 vehicles)

AM Peak Hour Factor 92.1%

PM Peak Hour 17:15 to 18:15 (681 vehicles)

PM Peak Hour Factor 94.6%

Volume Count Report

Generated by HSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location Wolfangel @ Clough/
Location Code 383
Jurisdiction Anderson Township
Recorder Set 05/25/00 09:45
Recording Start ... 05/25/ 0 10:00
Recording End 05/26/ 0 10:00
Sample Time 15 Minutes
Operator Number ... 2
Machine Number 43
Channel 1
Divide By 2
Summation No
Two-Way No

Thursday 05/25/ 0 Channel: 1 Direction: N

1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 Totals

74	95	123	104	116	156	140	157	135	181	149	87	47	30	14	3	8	3	2	9	50	99	99	91	1972
16	26	37	27	27	44	30	43	40	41	40	29	12	13	5	1	1	0	0	5	3	27	24	27	
15	17	23	34	31	42	44	40	36	51	26	16	12	8	2	1	2	1	0	3	8	28	28	29	
26	33	26	18	31	30	27	44	28	40	42	25	14	4	3	0	4	1	1	0	16	14	24	17	
17	19	37	25	27	40	39	30	31	49	41	17	9	5	4	1	1	1	1	1	23	30	23	18	

AM Peak Hour 07:45 to 08:45 (106 vehicles)
AM Peak Hour Factor 88.3%
PM Peak Hour 19:00 to 20:00 (181 vehicles)
PM Peak Hour Factor 88.7%

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location Wolfangel @ Clough
Location Code 383
Jurisdiction Anderson Township
Recorder Set 05/23/00 11:55
Recording Start ... 05/23/ 0 12:00
Recording End 05/24/ 0 12:00
Sample Time 15 Minutes
Operator Number ... 2
Machine Number 32
Channel 1
Divide By 2
Summation No
Two-Way No

Tuesday 05/23/ 0 Channel: 1 Direction: S
1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 Totals

346	314	370	452	513	450	476	499	279	234	68	52	16	10	4	17	16	48	193	438	336	454	360	367	6312
76	74	87	91	151	122	124	132	77	105	28	8	7	1	2	6	0	2	33	76	102	129	72	92	
86	71	83	106	131	102	105	138	67	50	20	17	3	5	0	0	8	15	41	95	73	130	92	88	
100	82	104	118	111	116	106	123	58	37	10	17	2	1	2	9	2	12	52	111	59	100	98	79	
84	87	96	137	120	110	141	106	77	42	10	10	4	3	0	2	6	19	67	156	102	95	98	108	

AM Peak Hour 07:15 to 08:15 (464 vehicles)
AM Peak Hour Factor 74.4%
PM Peak Hour 15:30 to 16:30 (537 vehicles)
PM Peak Hour Factor 88.9%

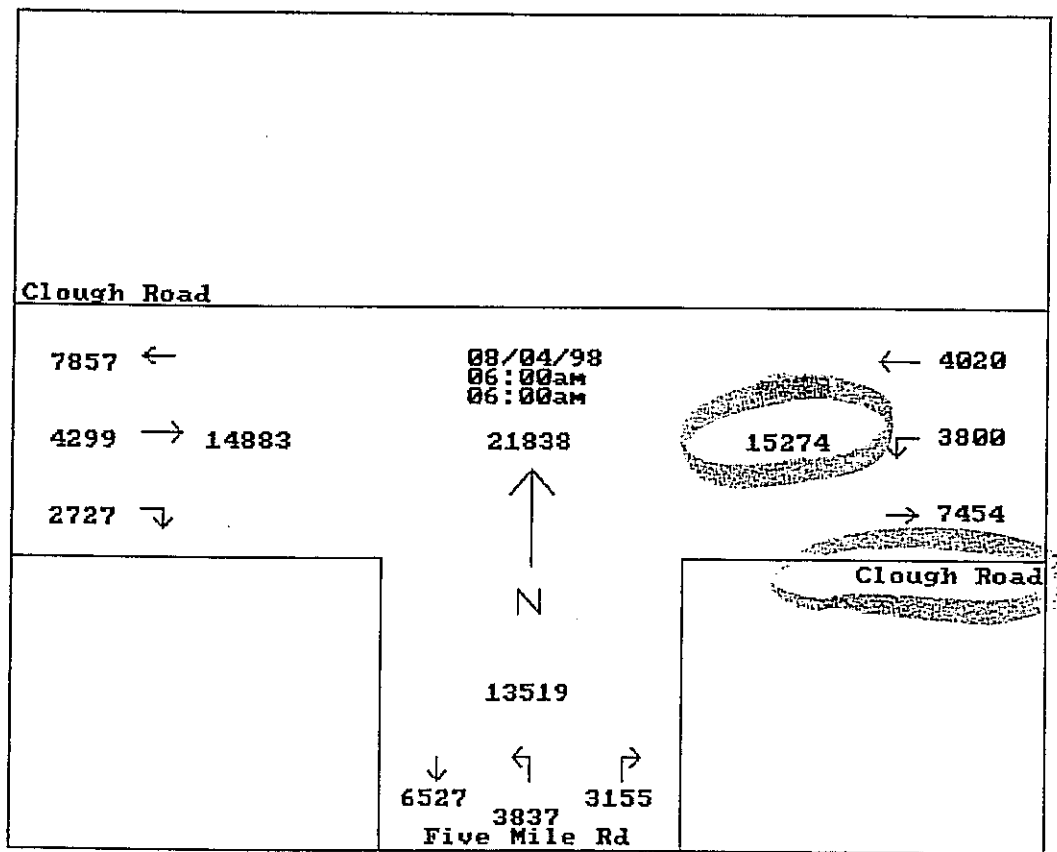
Weather : Partly Cloudy & Warm
 Counted By: J. Haines
 Count Days: Tuesday & Wednesday
 Township : Anderson Township

William W. Brayshaw P.E.-P.S.
 Hamilton County Engineer
 Traffic Department
 Tom Langenbrunner, Traffic Supervisor

Study Name: CLOS MILB
 Site Code : 00000000
 Start Date: 08/04/98
 Page : 1

Vehicle group 1

Start Time	Clough Road From East		Five Mile Rd From South		Clough Road From West		Intrvl.
	Left	Thru	Left	Right	Thru	Right	Total
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	
08/04/98							
06:00	3800	4020	3837	3155	4299	2727	21838
1/4 Apr.	48.5	51.4	54.8	45.1	61.1	38.8	-
1/4 Int.	17.4	18.4	17.5	14.4	19.6	12.4	-



24 Hour Count (Factor = 1.43)

Clough Road & Five Mile Road

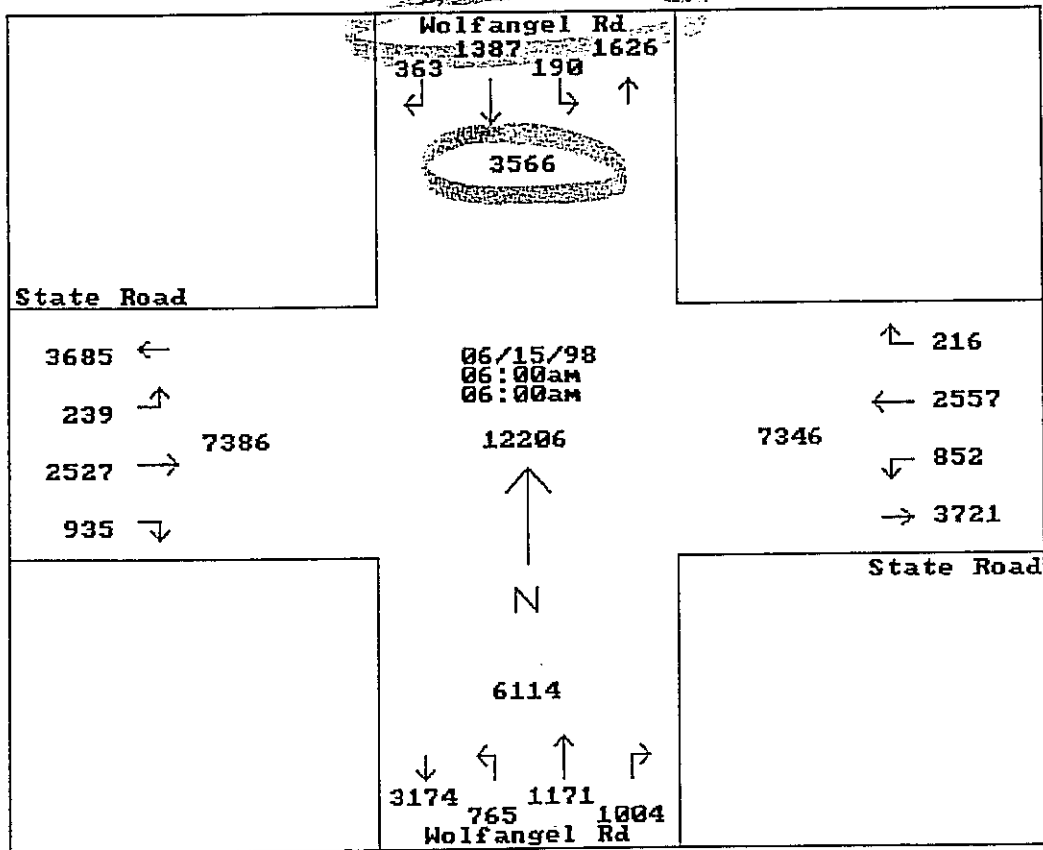
FOR: CLOUGH & WOLFANGEL

Weather : Cloudy, Rain & Mild
 Counted by: J. Haines
 Board # :
 Township : Anderson Township

William W. Brayshaw P.E.-P.S.
 Hamilton County Engineer
 Traffic Department
 Tom Langenbrunner, Traffic Supervisor

Study Name: STATWOLF
 Site Code : 00000000
 Start Date: 06/15/98
 Page : 1

Start Time	Wolfangel Rd From North			State Road From East			Wolfangel Rd From South			State Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06/15/98													
06:00	190	1387	363	852	2557	216	765	1171	1004	239	2527	935	12206
% Apr.	9.7	71.4	18.7	23.5	70.5	5.9	26.0	39.8	34.1	6.4	68.2	25.2	-
% Int.	1.5	11.3	2.9	6.9	20.9	1.7	6.2	9.5	8.2	1.9	20.7	7.6	-



24 Hour Count (Factor = 1.43)

State Road & Wolfangel Road

ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing intersection does not align and motorists must make two turns when travelling Wolfangel Road through the intersection area. The purpose of the improvement is to realign the intersection (see attached schematic plan). There are an inadequate number of lanes due to the number of vehicles (24,577 ADT) needing to make left turns. Existing lane widths do not meet current standards and will be widened to the current standards. The project area contains an existing offset intersection that is extremely dangerous. Accident frequencies are extremely high with respect to the traffic volumes. The number of accidents per million vehicle users is over 3 times the State of Ohio average for a typical intersection. Twenty-eight crashes were recorded in 1998 and nineteen in 1999. It is essential that the alignment be improved, the left turn lanes installed, and the offset intersection eliminated. Horrible approach geometrics dictate that constant maintenance is necessary to avoid rough pavement, potholes, etc., adding to safety problems.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The current alignment presents a safety hazard since traffic on Wolfangel must first turn left onto Clough Road, travel a short distance and then turn right onto Wolfangel Road to continue along Wolfangel. This has proven difficult for motorists because of the high traffic volume (currently 24,577 ADT) on Clough Road, especially at rush hours. There is no signalization at either intersection and the present offset intersections preclude signalization of either intersection. The addition of left turn lanes will also improve safety for motorists needing to turn, as well as those continuing through the intersection. Heading northbound on Wolfangel Road, the view is obstructed by a curve to the right and there is limited visibility southbound in both directions. Since 1997 there have been 73 accidents, 5 with injuries (one serious). ***Please see the accident report sheets and copies of the accident reports attached to this application.***

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There is a minimal impact due to the improvement of the drainage system. Based on the estimate in the application there is \$41,310 (1.36%) of new drainage items, exclusive of extension of the existing drainage facilities needed for the profile change. Existing walls and culverts in poor condition will be replaced.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 CLOUGH/WOLFANGEL INTERSECTION IMPROVEMENT

Priority 2 BANNING/HANLEY/BLUE ROCK INTERSECTION IMPROVEMENT

Priority 3 RICH/FALLIS ROAD INTERSECTION IMPROVEMENT

Priority 4 JESSUP ROAD ROADWAY, DRAINAGE & SIDEWALK IMPROVEMENT

Priority 5 RAPID RUN ROAD REHABILITATION

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will enable a smooth flow of traffic through the intersection. With a current traffic count of more than 24,000 vehicles per day, and a new alignment, development will eventually take place. This project will therefore permit more development in the area.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The existing geometrics and 2 way stop traffic control provide a LOS of F. The construction of the left turn lanes with improved intersection alignment would provide a LOS of C. The ten year projected traffic volumes with proposed improvements will provide users a LOS of F. However, the relocated SR 32 Connector may be constructed to Red Bank Road and could reduce traffic volume in the Clough Corridor, (as recommended by the OKI Eastern Corridor Major Investment Study). Further improvements beyond those proposed in this project area are not practical due to land use and abrupt topography. The attached capacity analysis reports clearly demonstrate a dramatic opening day level of service improvement. The projected 10 year level of service deteriorates to F, but this projected rating does not take into account the proposed Red Bank Connector (relocated SR 32). Should this Connector be constructed as recommended by the OKI Eastern Corridor Major Investment Study, the opening day level of service for the subject intersection will be preserved due to the diversion of eastbound and westbound through traffic. The elimination of the offset Wolfangel Road approaches to the intersection with Clough Road will permanently improve the northbound and southbound traffic movement. The north and south left turn movements will be able to be made simultaneously. Through Wolfangel traffic flow will no longer have to overlap the Clough Road traffic flow.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS F

Proposed LOS C

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes X No _____ N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 46 Of these, how many are: Takes 0

Temporary 35

Permanent 11

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that allows eminent domain to acquire the needed parcels if necessary. A neutral party will appraise each parcel and owners will meet with R/W agents. If negotiations are not successful, a court case will be filed and the property acquired by eminent domain.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Clough Road is a major east-west artery in Anderson Township. Residents traveling into and out of the City of Cincinnati and nearby suburbs (including those in Clermont County) use the road. Clough Road is a major east-west arterial connecting SR 32 in Anderson Township with SR 732 in Clermont County. It is thus a by-pass for SR 125 and SR 32. In addition to serving residents, it also is a direct connector road for Anderson Township to the Eastgate Shopping Center. Wolfangel Road is a north-south artery that connects SR 125 to Little Dry Run Road in north Anderson Township. Clough Road is classified as an arterial and Wolfangel Road is classified as a collector on the Hamilton County Thoroughfare Plan and have a major regional impact. (See attached map for documentation.) An interchange for Clough Road has been proposed with I-275 (south of the vast Eastgate complex), and this could further increase traffic.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 24,577 X 1.20 = 29,492 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 16 - PROGRAM YEAR 2002
PROJECT SELECTION CRITERIA
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: CLOUGH/WOLFANGEL INTERSECTION

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- ☒ 5 - Fair Condition
- 0 - Good or Better

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- ☒ 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ☒ 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- ☒ 5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

- ☒ 10 - No.
- 0 - Yes.

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14

3 – Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14

0 – Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- ☒ 6 Points
- 4 Points
- 2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed
 - 8 - 80% reduction in legal load or 4-wheeled vehicles only
 - 7 - Moratorium on future development, *not* functioning for current demand
 - 6 - 60% reduction in legal load
 - 5 - Moratorium on future development, functioning for current demand
 - 4 - 40% reduction in legal load
 - 2 - 20% reduction in legal load
 - ☒ 0 - Less than 20% reduction in legal load

Appeal Score

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- ☒ 10 - 16,000 or more
 - 8 - 12,000 to 15,999
 - 6 - 8,000 to 11,999
 - 4 - 4,000 to 7,999
 - 2 - 3,999 and under

Appeal Score

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

- 5 - Two or more of the above
 - ☒ 3 - One of the above
 - 0 - None of the above

Appeal Score

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.